

LYNCHBURG REGIONAL AIRPORT

COMMISSION MEMBER UPDATE

Wednesday, March 19, 2014

REPORT

PASSENGER TRAFFIC RESULTS UP AND DOWN

While January saw some welcome return to increased passenger counts at Lynchburg Regional Airport with total passenger traffic up by 5 percent, the numerous weather events in February resulted in some of our highest number of flight cancelations in recent years. As a result, total passenger traffic was down by 12.4 percent in February in the wake of some 38 US Airways flights being canceled during the month.

Of course, our cancellation rate mirrored industry trends, as it has been reported that this was the worst winter for flight cancellations since the government began keeping records more than 25 years ago. In the case of US Airways, it said that system wide the American Airlines Group canceled some 28,000 flights in January and February, up 164 percent from the same two months last year.

AIRPORT TO SUBMIT FY 2015-2020 ACIP APRIL 1 TO FAA & STATE

Airport staff continue to work on LYH's FY 2015-2020 Airport Capital Improvement Plan (ACIP) for submission to both the FAA and Virginia Department of Aviation by April 1, 2014. This updated six-year plan will feature a number of new projects as originally identified in the airport's 2010 Master Plan Update, including a new partial-parallel taxiway to Runway 4-22, rehabilitation of the mid-field parking apron, a complete rehab of all remaining airfield lighting, as well as some added storm water piping to better accommodate some of the new apron expansions added or planned in the general aviation area. I will provide an overview of the proposed plan as part of my report to the Commission at next Monday's meeting.

CONTRACT TOWER PROGRAM FUNDING ENTERS NEXT PHASE

With the FY 2015 DOT/FAA spending bill from the administration recently submitted to Congress, attention has turned to ensuring that the FAA Contract Tower Program continues to receive full funding next year in order to avoid any further attempts by the FAA to impose severe cuts in the program like last year. The main concern is that the President's budget for FY 2015 proposes to eliminate the guaranteed funding bill language that was included in the current FY 2014 budget. Consequently, the U.S. Contract Tower Association has organized an effort to once again request that Congress provide in its 2015 DOT/FAA spending bill version specific language that will dedicate funding for the contract tower program at the full \$149 million level. Accordingly, I have included in your commission package a letter I sent to our entire Congressional delegation asking for their support by contacting members of the Appropriations Committee to add this dedicated language to the final bill.

PHASE 2 OF AIRFIELD REHAB PROJECT TO START APRIL 21

Following the successful award of full FAA funding for LYH's Phase 2 airfield rehabilitation project last fall and winter construction break, the successful bidder on the project, Branch Highways, has been working with our engineering firm in preparation for a construction start date of April 21, 2014. As you will recall, this project completes the mid-field taxiway reconfiguration and apron expansion that will tie-in with the new concrete ramp that was completed last fall. A pre-construction meeting is tentatively scheduled for early April, and work is expected to be completed on the project by the end of the construction season. I will provide a brief update at next Monday's meeting and answer any questions the Commission may have about this project.

RFP TO OBTAIN AN AIR SERVICE DEVELOPMENT CONSULTANT MOVES FORWARD

In an effort to provide more resources to bear on obtaining additional air service at LYH, in early February staff worked with the City Procurement Department to develop and circulate a Request for Proposals (RFP) to solicit qualified air service development consulting firms for the purpose of securing a second airline to serve our region. Focused primarily on the return of United Airlines Express service to Washington Dulles, a selection committee has been formed from among members of our Air Service Development Partnership in order to evaluate the proposals received from the solicitation. The selection committee is currently reviewing the proposals and is scheduled to meet on March 28, 2014 in order to rank the three consulting firms that responded, and to select one to assist us specifically in the short term with United service to Dulles.

AGENDA FOR THE COMMISSION MEETING

Agenda items for the March meeting will primarily focus on updates to the various projects and activities currently underway at LYH. A special presentation by our engineer on the new air traffic control tower project will also be included to provide the latest on the status of the environmental assessment for the new tower, and plans for the design and bidding phase of the project.

If you have any questions regarding the upcoming Commission meeting, please feel free to give me a call at 455-6089, or by cell at 444-3363.

Respectfully yours,

Mark F. Courtney

Mark F. Courtney, A.A.E.
Airport Director

LYNCHBURG REGIONAL AIRPORT COMMISSION
Monday, March 24, 2014
4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. January 27, 2014 Commission Meeting Minutes
3. Lynchburg Regional Airport March 2014 Air Service Update
4. February 2014 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Report of the Airport Director
 - A. A report with regard to the RFP solicitation process for obtaining air service development consulting services and planned selection time schedule.
 - B. A status report on Phase 2 of the Airfield Rehabilitation Project, construction start date, and proposed timeline/phasing.
 - C. An update on the status of current airport lease and/or franchise agreements remaining under negotiation.
 - D. An update with regards to FY 2015 federal funding for LYH's Contract Air Traffic Control Tower.
6. A report by the consulting engineer for the airport's new air traffic control tower, Nick Patterson of RS&H, on the status of the FAA environmental assessment and plans for the design and bidding phase of the project.
7. Miscellaneous business
 - A. Inquiries and/or comments by Commission Members
8. Reports of airport businesses
9. Hearings of citizens upon Commission matters
10. Adjournment

**MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING
January 27, 2014
4:00 p.m.**

PRESENT:

Robert Day
Stewart Hobbs
Mike Davidson
Don Brown
Kimball Payne
Bert Dodson
Charles Nowlin
Debra Allen

ABSENT:

Lynch Christian

STAFF PRESENT:

Mark Courtney, Airport Director
Rick Stein, Deputy Airport Director
Wes Campbell, Airport Finance Director

(1) CALL TO ORDER:

The meeting was called to order at 4:00 p.m.

(2) APPROVAL OF January 27, 2014 CONSENT AGENDA

Mr. Hobbs confirmed that everyone had received the items from the consent agenda; the November 25, 2013 Commission Meeting Minutes, the January 2014 Air Service Update and the December 2013 Passenger Traffic Report and asked if there were any questions, comments or changes regarding the consent agenda items.

Mr. Charles Nowlin asked how the Piedmont load factor was calculated; Mr. Courtney replied that it is the result of dividing the enplaned passengers by the available seats.

Mr. Courtney pointed out that the corrected Minutes from last August with the subsequent changes could be printed out from the airport's website, and had been incorporated into his files as the official minutes.

Mr. Hobbs said there being no questions or comments, he was just going to declare the Consent Agenda accepted as presented to receive and file.

(3) REPORT OF THE AIRPORT FINANCE MANAGER

A. A report with regards to the airport's proposed FY 2015 Operating Budget

Mr. Campbell presented a review of a slightly modified version of the Budget Request for Fiscal Year 2015 which was submitted to the City back on January 15th.

On the handout, he pointed out that there was a \$26,000 decrease in the debt service for FY 2015 versus FY 2014 and a similar amount of increase in expenses for VRS and health insurance related benefits. He explained that the reduction in the subsidy of \$90,000 was due to a \$91,000 increase in budgeted revenues. He stated that the

increase in the budgeted revenues didn't represent so much an actual increase in revenues as it did a better estimate of what to budget for certain revenues.

Mr. Campbell then explained the summarized accounting for the operating fund. He pointed out that total expenditures for FY 2015 Budget Request are estimated to be \$2,433,245 as compared to the Adopted FY 2014 budget of \$2,432,788, a negligible increase in the budget request.

Mr. Campbell stated that Terminal Revenue has a subtotal of \$1.312 Million, with the biggest revenue increases coming from the increase in the parking lot revenue; accordingly, the parking lot concession revenue budget is being increased from \$395,000 to \$470,000, which is essentially almost all of the increase in the budgeted revenues for the operating fund.

He said that the \$1 increase in our parking lot maximum daily rate, produced about \$82,000 over the twelve-month period in additional revenue to the airport, more than the \$72,000 that had been projected.

Mr. Campbell explained that adding National Car Rental to the airport brought in approximately \$225,000 in additional revenue but was made up of new business to the airport as well as taking business away from the other three rental car companies. A brief discussion ensued.

Mr. Payne observed that it looked like most of the revenues, such as the ATCT lease, actually came in higher in FY 2013 than is budgeted in FY 2014, and asked if this was just catching up to where we should be. Mr. Campbell responded that some of it was because of the tendency to see revenues increase at least for one year before feeling comfortable increasing budgets up to those levels, as evidenced in the parking lot concession budget, \$395,000 was budgeted for FY 2014, which was about the time discussions were being held about increasing parking rates by the dollar. He went on to further detail and explain.

Mr. Campbell said we did see a reduction in our ATCT lease income. A new three and one-half year lease with the FAA was executed, but they did vacate some of their space in the Tower reducing the amount of their rent. Rather than losing the entire \$48,000 or \$49,000 in rent that we were receiving from them as was feared, we only ended up losing about 25% of it.

Referring to the summarized expenses by category on the handout, Mr. Campbell stated that practically all the increase in expenditures is coming in as salaries and benefits, and is offset by the decrease in the debt service from \$205,000 to \$179,000. There followed a general discussion.

Mr. Campbell presented information regarding the remaining debt that the airport had as of the end of the current fiscal year. The final \$20,000 payment in terminal debt is due to be paid February 1, 2014, which will totally pay off the debt that was borrowed for the terminal from a 1989 bond issue. After that is paid, the only debt remaining will be the rental car facility which has another four or five years to go. He said we actually have already accumulated enough in a debt service reserve to pay these remaining payments, so essentially the rental car facility is paid for. The State Police facility that was completed in 2002 has one more year remaining in payments owed on it.

Mr. Campbell said the majority of the remaining debt was for the T-hangars constructed around 2007, as well as some residual debt that dates back to pre-FY 2000 for a variety of things that have another four years or so to go. He said the total principle debt that the airport will have is \$825,000 at the end of this current fiscal year. There followed additional discussion.

Mr. Campbell handed out a sheet with the subsidy information beginning in 2002 and detailed and explained it through 2015. A general discussion ensued.

Mr. Bert Dodson made a motion to accept and to make a recommendation to City Council. It was seconded and voted on and unanimously accepted by all.

(4) REPORT OF THE AIRPORT DIRECTOR

A. A year-end airport passenger traffic and operations wrap up for 2013.

Mr. Courtney reported that we actually were up 5.5 % in total passengers over last December, and that both the number of flights and number of available seats and the overall load factor for the year were about the same as last year. In summary, we had over 200,000 total seats available, and an overall load factor of 77.3% for CY 2013, compared with 78% for CY 2012. Overall airline revenues were actually up a bit because fares have gone up slightly throughout the whole industry.

He said he was seeing a very competitive environment overall and we are still benefitting greatly from the low fare structure that US Airways still has in place and the fact that we continue to offer very competitive fares in terms of our most popular destinations.

He said we were down 1.1% year-to-date in total passengers, mirroring what is going on in the industry overall; that is, the airline industry has been relatively flat due to discipline as far as seat capacity and consolidation. He pointed out that Roanoke's traffic for 2013 was down 1.44 %, although he believed they had a little bit more of an increase in seat availability, meaning that their load factors may have actually gone down.

He said Charlottesville was up 2% in total passengers for the year, primarily due to them adding additional service, more in terms of frequency. He said Allegiant Airlines started service to Orlando there in November. Mr. Courtney went on to further discuss and explain the issue. There followed a general discussion.

Mr. Courtney pointed out that for 2013 we had a total of 115,237 aircraft operations. Air carrier operations for the year were up 5.8%, and general aviation operations were up 9.9%, indicators that we are still growing, with most of that growth due to Liberty University's School of Aeronautics flight training programs, which represent around 45% of the total operations here.

In terms of all the towered airports in Virginia, Lynchburg ranks 3rd behind Reagan National Airport and ahead of Norfolk, Richmond, Roanoke, and Charlottesville.

Mr. Courtney said he had completed the draft RFP for obtaining a term contract for air service consultants and will make a selection of all those with the qualifications required. He has set aside some of the Department of Aviation Air Service grant funds in order to contract with an air service consulting firm who will take our data, try to open doors and hopefully close something with United at Dulles. He went on to further discuss the issue.

B. A status update regarding Phase 2 of the Airfield Rehabilitation Project and expected construction timeline.

Mr. Courtney said Delta Airport Consultants has been working with Branch Highways all through the winter on Phase 2 of the Airfield Rehabilitation Project getting all the various submittals in and approved. We now have a signed contract, which is going to the FAA for the ADO, who will review all the executed contracts and then will authorize us to issue Notice-to-Proceed. At this point, we are looking to get the pre-construction meeting scheduled by sometime in February, and anticipate starting construction sometime in mid-March.

He said because we used last year's money and this year's money from federal and wrapped it all together, the project can be started as soon as the weather breaks. This is an all airfield \$4.6 Million project, so we should be able to get everything done by Fall. There followed additional discussion

C. A report with regards to FY 2014 funding for LYH's Contract Air Traffic Control Tower and update on progress to date on construction planning of a new LYH control tower.

Mr. Courtney said funding for the Contract Air Traffic Control Tower, the omnibus appropriations bill, was passed by both houses and signed by the President. He said both houses actually included wording in the bill directing the FAA to fund at the full amount of \$140 Million. The funding is through September of this fiscal year, but every appropriations bill is a one year bill, so we will have to make sure that we continue to get to the appropriators, and that we continue to have the Contract Tower program included specifically in the bill and not give the FAA the discretion to be able to move it around.

Mr. Courtney provided a summary of the AAAE USCTA Board meeting. Basically, the Board is strategizing how best to provide additional protection for the Contract Tower Program. The organization will pursue getting another FAA Reauthorization bill for another multi-year program because the current one expires September

2015 as well as ensure that the language in reauthorizing legislation provides some objective methodology to insure that airports like ours are not cut out.

Of the 515 control towers in the country, 252 are contract and the balance are FAA Towers. He said the FAA applies a benefit cost analysis and methodology to the contract towers in order to justify them being open or staying open. He said they do not apply any such methodology to the FAA Towers. He said there are a number of FAA Towers that have only 20,000 – 25,000 operations a year, the plan is to force FAA to apply a uniform, objective methodology for benefit cost analysis so that if any of the control towers get cut out it is going to ensure that it be the lower activity level towers and not the ones like ours. There ensued additional discussion.

Mr. Courtney gave an update on the new Air Traffic Control Tower project. The environmental assessment phase should be completed by September and we are looking at approval from the FAA in September. He said we have a mix of various funding sources that can result in no debt service, and we will use PFC funds in such a way that we will be able to still derive the \$34,000 a year in rent. Additional discussion ensued.

D. A report regarding the outcome of Campbell County action on a request by the airport to update LYH's Airport Safety Overlay District.

Mr. Courtney said he appeared before the Campbell County Planning Commission, whose members were very supportive and voted unanimously to update the LYH ASOD, with the Board of Supervisors voting likewise. He said the only concern he has as far as the City is concerned is with Liberty University new construction heights, but the existing language will protect us to 34 to 1 as far as approach surfaces which is sufficient to have a precision approach for runway 22. A general discussion followed.

E. An update on the status of various airport lease/franchise agreements recently executed or under negotiation.

Mr. Courtney reported that in December City Council approved the placement of an antennae by Verizon on top of the terminal with the rent of \$900 per month. Council also approved a lease with Liberty University for connecting to the airport's fiber optic network from Liberty's academic building across Airport Road, which has been executed and installed. He said we are still negotiating with Freedom Aviation over their hangar expansion. There followed additional discussion.

There was discussion regarding the fuel farm. Mr. Courtney said there have been discussions regarding ways to allow Freedom Aviation to brand their fuel. He said we would need to get the existing Philips brand under a Freedom Aviation operation with a fair and equitable across-the-board agreement for both Freedom and VA Aviation if that is to work. He went on to further detail and discuss the issue. A general discussion ensued.

Mr. Courtney reported that in total retail fuel sales, Jet Fuel and Av Gas, VA Aviation in 2013 pumped 259,000 gallons, about 3% below 2012 levels. Freedom Aviation pumped 341,270 gallons total retail. Overall, total retail for the airport was 600,270 gallons, down from 617,443 gallons in 2012. He said retail jet fuel, airline was 264,324 gallons, which was up 4.5% over last year. There followed additional discussion.

Mr. Courtney said as a means of tying in with the Economic Development Department's strategic plan for identifying a large 100,000 square foot hangar site for an MRO, he took City Council members for a tour and briefing of those sites to bring them up to speed on these issues.

(6) MISCELLANEOUS BUSINESS

A. Inquiries and/or comments by Commission Members.

Mr. Hobbs asked if there were any inquiries or comments by Commission Members.

Mr. Charles Nowlin said he had two phone calls regarding flights getting cancelled last Wednesday early in the morning. He asked what that was all about.

Mr. Courtney responded that there were some issues with our first snow of the year associated with two employees who were new on our operations staff, and we not able to get our de-icing truck operating properly.

Everything basically was freezing up and the ramp did not get plowed before the bitter cold set in; consequently, we had an ice situation between the ramp and the aircraft. The only way we were able to resolve it was by using a specialized sand called silica, which we have on hand, to get the passengers out to the aircraft safely. Additional discussion ensued.

Mr. Don Brown said there was a great article in USA Today about TSA and he suggested that everyone read it.

There were no other inquiries or comments.

(7) REPORTS OF AIRPORT BUSINESSES

Mr. Hobbs asked if there were any reports of airport businesses.

There were none.

(8) HEARINGS OF CITIZENS UPON COMMISSION MATTERS

Mr. Hobbs asked if there were any questions or comments from the citizens present.

A gentleman said he was just there because he was an aviation guy, retired from Raytheon and was a former air traffic controller. Everyone welcomed him.

Mr. Brown said he had not been introduced to the new Member.

Mr. Courtney said Mrs. Debra Allen had just been appointed last week and he asked if she would like to say a bit about her background.

Mrs. Allen replied that her professional training was that of a CPA and that she works part-time in public accounting. She said that her husband is a builder so she has a construction background from the accounting side. She said she had three children who are grown, one is in DC, one in Mississippi and one in LA, so she was much more interested in serving now.

Everyone welcomed her.

There were no other comments from citizens.

(9) ADJOURNMENT

There being no further business, the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective March 2014

AIR SERVICE UPDATE

Summary The number of daily departure seats is 300 and the daily departure frequency is 6 on most days.

Carrier Profile	<u>Airline</u>	<u>Destination</u>	<u>Departures</u>	<u>Seats</u>	<u>Equipment</u>
	US Airways	Charlotte	6	300	DH3/CRJ
AIRPORT TOTAL:			6	300	

US Airways During the month of March, there were six scheduled flights on weekdays. All flights were scheduled to be on either 50-seat CRJs or 50-seat DH3s.

Destinations Served	<u>Non-Stop</u>	<u>Departures</u>	<u>Total</u>
	Charlotte	6	6 (most days)

Aircraft Types	<u>Aircraft</u>	<u>No. of Departures/Day</u>
	DH8 Dash 8	0 Daily
	DH3 Dash 8-300	3 Daily
	CRJ	3 Daily

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR FEBRUARY 2014

AIR TRAFFIC REPORT									
MONTH			YR TO DATE TOTALS			PERCENTAGE CHANGES			
	Feb-14	Jan-14	Feb-13	2014	2013	Feb-14 Jan-14	Feb-13	14 YTD 13 YTD	
ENPLANED PASSENGERS	5,254	5,883	6,082	11,137	11,741	-10.7%	-13.6%	-5.1%	
DEPLANED PASSENGERS	5,340	6,410	6,009	11,750	12,042	-16.7%	-11.1%	-2.4%	
TOTAL PASSENGERS	10,594	12,293	12,091	22,887	23,783	-13.8%	-12.4%	-3.8%	
AIRCRAFT OPERATIONS (Landings and Takeoffs)									
Air Carrier	465	508	437	973	913	-8.5%	6.4%	6.6%	
General Aviation	9,410	8,265	7,840	17,675	12,692	13.9%	20.0%	39.3%	
Military	183	196	127	379	294	-6.6%	44.1%	28.9%	
Total	10,058	8,969	8,404	19,027	13,899	12.1%	19.7%	36.9%	

AIR TRAFFIC REPORT		MONTH		YEAR TO DATE TOTALS		CHANGES	
	Feb-14	Jan-14	Feb-13	2014	2013	Feb-14 Jan-14	Feb-14 Feb-13
NUMBER OF DAILY SCHEDULED FLIGHTS							
US Airways Express - Piedmont	3	3	3			0.0%	0.0%
US Airways Express - PSA	0	0	0			#DIV/0!	#DIV/0!
ACA - United Express	0	0	0				
ASA - Delta Connection	0	0	0			#DIV/0!	#DIV/0!
Allegheny	0	0	0				
Shuttle America	0	0	0				
Air Wisconsin	3	3	3			0.0%	0.0%
Total	6	6	6			0.0%	0.0%
NUMBER OF ACTUAL FLIGHTS							
US Airways Express - Piedmont	69	83	73	152	143	-16.9%	-5.5%
US Airways Express - PSA	0	0	5	-	14	#DIV/0!	-100.0%
ACA - United Express	0	0	0	-	-		
ASA - Delta Connection	0	0	0	-	-	#DIV/0!	#DIV/0!
Allegheny	0	0	0	-	-		
Shuttle America	0	0	0	-	-		
Air Wisconsin	68	79	76	147	158	-13.9%	-10.5%
Total	137	162	154	299	315	-15.4%	-11.0%
NUMBER OF CANCELLED FLIGHTS							
US Airways Express - Piedmont	11	4	2	15	6	7	9
US Airways Express - PSA	0	0	2	-	2	0	-2
ACA - United Express	0	0	0	-	-	0	0
ASA - Delta Connection	0	0	0	-	-	0	0
Allegheny	0	0	0	-	-	0	0
Shuttle America	0	0	0	-	-	0	0
Air Wisconsin	8	5	0	13	3	0	0
Total	19	9	4	28	11	10	15

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR FEBRUARY 2014

AIR TRAFFIC REPORT												
ENPLANED PASSENGERS	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES				PERCENT OF AIRPORT TOTAL	
	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES				PERCENT OF AIRPORT TOTAL	
	Feb-14	Jan-14	Feb-13	2014	2013		Feb-14	Jan-14	Feb-13	14 YTD	Feb-14	Feb-13
<i>Revenue Passengers Only</i>												
US Airways Express - Piedmont	2,413	2,828	2,720	5,241	5,046		-14.7%		-11.3%	3.9%	45.9%	44.7%
US Airways Express - PSA	0	0	117	-	273		#DIV/0!		-100.0%	-100.0%	0.0%	1.9%
ACA - United Express	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Allegheny	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Shuttle America	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Air Wisconsin	2,841	3,055	3,245	5,896	6,422		-7.0%		-12.4%	-8.2%	54.1%	53.4%
Charter	-	0	0	-	-		-10.7%		-13.6%	-5.1%	0.0%	0.0%
Total	5,254	5,883	6,082	11,137	11,741		-10.7%		-13.6%	-5.1%	100.0%	100.0%
DEPLANED PASSENGERS												
US Airways Express - Piedmont	2,656	3,331	3,041	5,987	5,834		-20.3%		-12.7%	2.6%	49.7%	50.6%
US Airways Express - PSA	0	0	233	-	625		#DIV/0!		-100.0%	-100.0%	0.0%	3.9%
ACA - United Express	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Allegheny	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Shuttle America	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Air Wisconsin	2,684	3,079	2,735	5,763	5,583		-12.8%		-1.9%	3.2%	50.3%	45.5%
Colgan Air	0	0	0	-	-		-16.7%		-11.1%	-2.4%	0.0%	0.0%
Charter	-	0	0	-	-		-16.7%		-11.1%	-2.4%	0.0%	0.0%
Total	5,340	6,410	6,009	11,750	12,042		-16.7%		-11.1%	-2.4%	100.0%	100.0%
TOTAL PASSENGERS												
US Airways Express - Piedmont	5,069	6,159	5,761	11,228	10,880		-17.7%		-12.0%	3.2%	47.8%	47.6%
US Airways Express - PSA	-	-	350	-	898		#DIV/0!		-100.0%	-100.0%	0.0%	2.9%
ACA - United Express	-	-	-	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
ASA - Delta Connection	-	-	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Allegheny	-	-	-	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Shuttle America	-	-	-	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Air Wisconsin	5,525	6,134	5,980	11,659	12,005		-9.9%		-7.6%	-2.9%	52.2%	49.5%
Colgan Air	0	-	-	-	-		-13.8%		-12.4%	-3.8%	0.0%	0.0%
Charter	-	-	-	-	-		-13.8%		-12.4%	-3.8%	0.0%	0.0%
Total	10,594	12,293	12,091	22,887	23,783		-13.8%		-12.4%	-3.8%	100.0%	100.0%

AIR TRAFFIC REPORT												
ENPLANED NON-REVENUE PASSENGERS ONLY	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES				PERCENT OF AIRPORT TOTAL	
	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES				PERCENT OF AIRPORT TOTAL	
	Feb-14	Jan-14	Feb-13	2014	2013		Feb-14	Jan-14	Feb-13	14 YTD	Feb-14	Feb-13
ENPLANED NON-REVENUE PASSENGERS												
US Airways Express - Piedmont	74	76	58	150	117		-2.6%		27.6%	28.2%	53.2%	43.0%
US Airways Express - PSA	0	0	5	-	7		#DIV/0!		-100.0%	-100.0%	0.0%	3.7%
ACA - United Express	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Allegheny	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Shuttle America	0	0	0	-	-		#DIV/0!		#DIV/0!	#DIV/0!	0.0%	0.0%
Air Wisconsin	65	67	72	132	170		-3.0%		-9.7%	-22.4%	0.0%	0.0%
Total	139	143	135	282	294		-2.8%		3.0%	-4.1%	53.2%	46.7%

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR FEBRUARY 2014

AIR TRAFFIC REPORT									
NON-REVENUE PASSENGERS ONLY									
PERCENT OF AIRPORT TOTAL									
PERCENTAGE CHANGES									
YEAR TO DATE TOTALS									
MONTH									
DEPLAINED NON-REVENUE PASSENGERS									
Feb-14									
Jan-14									
Feb-13									
14 YTD									
13 YTD									
Feb-14									
Jan-14									
Feb-13									
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TRAFFIC STATISTICS FOR FEBRUARY 2014

Year-to-Date	ASA				PIEDMONT				AIR WISCONSIN				ALLEGHENY				SHUTTLE AMERICA				PSA				TOTALS			
	Depart.	Avail Seats	Pass Enplan.	Load Factor	Depart.	Avail Seats	Pass Enplan.	Load Factor	Depart.	Avail Seats	Pass Enplan.	Load Factor	Depart.	Avail Seats	Pass Enplan.	Load Factor	Depart.	Avail Seats	Pass Enplan.	Load Factor	Depart.	Avail Seats	Pass Enplan.	Load Factor	Depart.	Avail Seats	Pass Enplan.	Load Factor
EMB-120	-	-																										
Dornier																		0	0	0								
DHC-8-200					-																							
DHC-8-300					145	7,250																			145	7,250		
DHC-8					7	259			0	-	0														7	259		
CRJ	-	-																0	-									
CRJ/50 SEAT																		0	-						147	7,350		
BEECH 1900																												
Total	-	-	-	#DIV/0!	152	7,509	5,241	69.8%	147	7,350	5,896	80.2%	0	-	0	#DIV/0!	-	-	-	#####	299	14,859	11,137	75.0%				



Lynchburg Regional Airport

350 Terminal Drive, Lynchburg, Virginia 24502 • (434) 455-6090 • Fax (434) 239-9027



March 13, 2014

VIA FACSIMILE

The Honorable Bob Goodlatte
U.S. House of Representatives
2309 Rayburn House Office Building
Washington, DC 20515-4606

Dear Representative Goodlatte:

As you know, one of the Federal Aviation Administration's most successful and cost-effective aviation safety partnerships is the FAA Contract Tower (FCT) Program. With some 252 airports in 46 states participating in the program, its safety, cost-effectiveness and air traffic efficiency record has been validated numerous times over the past two decades through several reports by the Department of Transportation Office of Inspector General and FAA safety audits.

Our airport is very pleased to be a part of this program, which nationwide handles approximately 28 percent of control tower operations. In fact, here at Lynchburg Regional Airport (LYH), this program has become increasingly vital to the safety and efficiency of our airspace as evidenced by LYH once again setting an all-time operational record in 2013 with over 115,000 take-offs and landings (more than Norfolk, Richmond or Roanoke). With our tower now ranked as the 128th busiest air traffic control tower among all towers in the country – including FAA staffed facilities – it is easy to understand how important continued funding for the contract tower program is to LYH and our wide mix of aviation stakeholders.

Once again, however, it appears that we could face possible cuts to the FCT Program as a result of the administration's recently submitted FY 2015 DOT/FAA spending bill. As a result, your assistance in once again making sure funding is protected for this vital air traffic safety program would be greatly appreciated by our aviation community. Therefore, to ensure the continuation of the contract tower program, we are requesting that Congress, as part of the FY 2015 DOT/FAA spending bill, provide full and dedicated funding for the program of \$149 million. Specifically, we are seeking adoption of the following language under the FAA "Operations" heading that is consistent to what was included in the FY 2014 omnibus spending bill:

FY 2015 Appropriations Bill Language:

Provided further, That of the funds appropriated under this heading, not less than \$149,000,000 shall be for the contract tower program, of which \$9,500,000 is for the contract tower cost share program.

The Honorable Bob Goodlatte
March 12, 2014
Page 2

Without a doubt, as a result of this proven government/industry partnership, the FCT program: (1) enhances aviation safety at smaller airports that otherwise would not have a tower; (2) provides significant savings to the FAA and taxpayers; (3) helps small airports with retaining and developing commercial air service and general aviation; (4) promotes economic development and creates jobs locally; and (5) consistently receives high marks for customer service from aviation users and pilots. Moreover, federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system.

We urge your support for this language, and we ask that you communicate that support to the Appropriations Committee through the programmatic request process specified by the Committee. Thank you for your time and efforts to support the contract tower program, and I look forward to continuing to work with you and your staff to ensure its future success.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Mark F. Courtney'.

Mark F. Courtney, A.A.E.

Director

Lynchburg Regional Airport

cc: Spencer Dickerson, US Contract Tower Association
Chairman and Members Lynchburg Regional Airport Commission